

cut the white pith. A potato peeler will be quite satisfactory. Add 1 tablespoon sugar for each lemon and allow to stand for one hour, when the sugar will have drawn the essential oil from the rind. Squeeze the juice and add with one pint of cold water for each lemon. It is important to use cold water, as boiling water destroys the vitamin C in the juice. Stir with a wooden spoon and leave in a refrigerator or cool larder for 24 hours. Strain and serve.

Lemon Chiffon Pie (No Oven)

CRUST: One cup crushed wheatflakes, $\frac{1}{4}$ cup sugar, $\frac{1}{2}$ teaspoon cinnamon, $\frac{1}{4}$ cup melted butter. Mix all together and press into pie plate.

FILLING: $1\frac{1}{2}$ teaspoons gelatine, $\frac{1}{4}$ cup water—soaked together; 4 eggs, $\frac{1}{2}$ cup lemon juice, 1 teaspoon grated rind, 1 cup sugar, $\frac{1}{2}$ teaspoon salt. Cook yolks and lemon juice, with rind, in double boiler, also with half the sugar. Cook till custard consistency. Stir in gelatine and water, let cool, stirring. Fold in beaten egg whites, and sugar, and pour into shell. Leave 3 hours to set.

Lemon Meringue Pie

One cup sugar, 4 level tablespoons cornflour, $\frac{1}{4}$ teaspoon salt, $1\frac{1}{2}$ cups water or milk, and 2 egg yolks, beaten slightly. Sift dry ingredients, add water or milk, and the egg yolks. Stir till all is dissolved. Cook in double boiler, stirring frequently, until thick (about 15 minutes), then add $\frac{1}{3}$ cup lemon juice and grated rind of 1 lemon. Beat well, cool and turn into a baked pie shell. Cover with the following meringue and brown it slightly. Beat 2 egg whites till frothy, add $\frac{1}{4}$ cup sugar, $\frac{1}{4}$ teaspoon grated lemon rind. Continue beating until very stiff. Spread this over the pie, and put in moderate oven for about 15 minutes to brown.

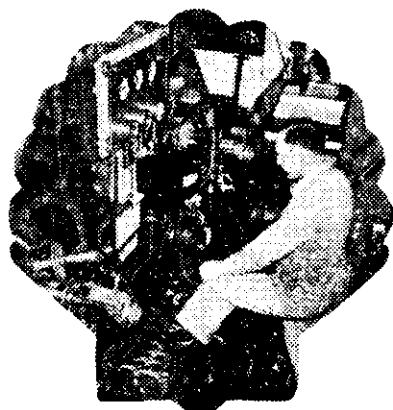
Lemon Pudding

The sender of this recipe says: "This is a strange mixture. It looks like curds and whey when it is ready to go into the oven; but when cooked, there is a sponge crust at the top and the bottom part is like lemon honey. It is really delicious."

Beat together $\frac{1}{2}$ cup sugar and 1 tablespoon butter, and add in their order 2 tablespoons flour, pinch salt, grated rind and juice of 1 lemon, 1 cup milk, yolks of 2 eggs; lastly, stir in stiffly-beaten whites of the eggs. Bake in buttered piedish. Stand dish in another dish of hot water, and cook about $\frac{1}{2}$ hour.

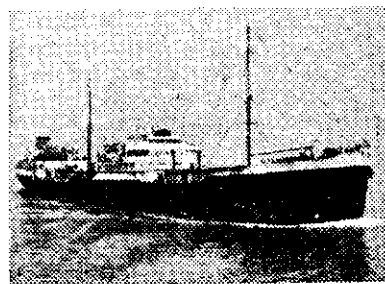
Thought for Food

"*THE SMILING STOMACH'S* rather an odd title, I suppose, but I'm rather proud of it. I like to think of him as a jolly fellow. Critical, inquisitive, but at heart (if I may say that of a stomach) a good-humoured colleague if he's treated the right way. Or, on the contrary, a churlish, and indignant rebel if he's abused or neglected." So begins a new series of talks, *Towards the Smiling Stomach*, by G. C. A. Wall, which starts in *Mainly for Women* from 3YC on Tuesday, August 7. Arnold Wall's idea, as a devoted student of cookery in several countries and climes, is that we know very little, as practical New Zealand cooks, about "designing" a meal. Our stomachs realise better than we consciously do that certain types of food cry out for other foods to contrast with them, such as fatty meats with acid sauces in the same course, and that cold meats are better teamed with hot puddings, or, in very hot weather, with something really cold, like a chilled pudding or soup.



With her funnel aft and catwalk running the length of the ship, the oil tanker is easy to recognise. But there is one afloat today which might temporarily puzzle the ship recognition enthusiast because her silhouette differs in one small detail from all other tankers. She has a small mushroom-like air intake and exhaust cowl mounted just forward of the funnel. She is the 12,000 d.w. ton tanker, "Auris", one of the Shell fleet. And she is making marine history.

This century has witnessed big developments in the propulsion unit of cargo ships. First came the simple reciprocating steam engine, then the diesel engine followed by the steam turbine. But the goal of perfection, as it always will, still lies ahead, beckoning onward the designers of



Gas Turbine goes to sea

ships engines to look for even better answers to their problems. And so it was that in October 1951 an event of great importance took place on the river Tyne, in north-east England — "Auris", the first merchant ship in the world to be fitted with a gas turbine engine, left for her sea trials in the North Sea. These trials were a complete success and the fact that she was able to sail immediately after them without any further adjustments — it is rarely that sea trials do not reveal the need for some adjustments — augurs well for her future. The absence of vibration during these trials was so marked that it was impossible, even by placing a hand on the engine casing, to be certain that the gas turbine was in fact running. Propelled solely by her gas turbine, she next crossed the Atlantic and thus became the first merchant ship to do so entirely on gas turbine power. In spite of heavy weather experienced for several days, at no time was it necessary to stop the turbine, or even vary its speed.

Although there are still a number of problems to be solved, it is confidently expected that "Auris" will

Above: An engineer at the instrument panel and control valves in the engine-room.

Bottom Left: The Shell tanker "Auris" during a demonstration voyage in the Solent.

Bottom Right: Gas turbine, alternator and bed-plate being lifted for installation in "Auris".

open up a new era in ship propulsion.

The building of the gas turbine was suggested by Mr. John Lamb, O.B.E., head of Shell's Marine Research and Development Department, who was responsible for the design of "Auris".

The British Thompson-Houston Company undertook, in co-operation with Shell, the building of the gas turbine. Both Shell and the B.T.H. Company have had considerable experience in this field, having collaborated with Sir Frank Whittle in development of the first turbo-jet engine for aircraft.

Ever since 1892, when the steamship "Murex" inaugurated its fleet of tankers, Shell has been a pioneer in marine research and development, and in 1910 another event of far-reaching importance occurred with the launching of the "Vulcanus". This ship was fitted with diesel engines and was the first ocean-going motor vessel to be put into commission.

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